

MEMOS FOR TOMORROW

PABBY SURE MARAL
 CUTTAGE BOUND - *Barre, Brook, Apple*
 11 - *Cambridge, Hartland, 15*
Switz, Hingham, 15, Dardanas
Electric, New, Hanson, 23, Allen
Phil, 23, Merrick, Calcutt, 20
 FORWARD BOUND - *Titan, Mars, 25*

The China Shippers Mutual S. N. Co.'s steamship *Adatto*, from London and Liverpool, left Singapore on the 7th May, and may be expected here on or about the 13th May.

The steamship *2 John*, from Liverpool, left Singapore for this port on the 8th May, and may be expected here on

The P. & O. s.s. *Shanghai* left London for
 Bombay and this port on the 14th May,
 at 5 p.m.

ORDER OF CHORAL SERVICE AT ST. JOHN'S
 CATHEDRAL.—ON SUNDAY AFTER EASTER
 Matins.—Venite. Elvys. Psalm. Teal.

his employ. Two of them were paid \$8 month and the other one \$7. He last paid them on 30th April, and on the 5th May he dismissed them for creating a disturbance and refused to pay them any wages. That evening they came to his

White were fined \$2 each, with the alternative of seven days imprisonment, and I found them to be of good behaviour six weeks.

There was at a time enough
and wisdom in things that
gave an additional interest to the
land, yet this ignorance it
had to overcome.



Texas will be a game of Polo on the Rio Grande on Monday, 12th inst., at 1:30 p.m.

The Legislative Council meets on Monday to continue the discussion in committee of the Bill.

The French cruiser *Triomphante*, bearing the flag of Rear-Admiral Desnau, arrived here to-day from Tonkin.

Mr. E. W. Mathison, Hon. Treasurer of the Memorial Hospital, begs to acknowledge the following contributions for the fund of the Hospital:—A. Parner, \$10; L. H. H. \$5.

Misses Anderson, B. & Co. inform us that the *Shiro line* is a *Pembroke*, from London, left Singapore for Hongkong to-day.

Tim Bay, Father Byron, formerly of Mill Hill, College, and now a missionary of Borneo, will preach at St. Joseph's Church to-morrow morning, at the usual service at eight o'clock.

Divine Services for Easter.—On Sunday morning, between 9 and 10:30 o'clock, the steam launch carrying the *Dehnel* flag will call alongside any vessel hoisting eode pennant, to convey men ashore to 11 a.m. service at St. Peter's Church, returning about 12:30.

In a paragraph in last night's issue referring to a defalcation by the superintendent of the Money Office, Department in the General Post Office, O. M. Barradas was inadvertently given as the name of the defalcator, instead of Z. M. Barradas. We very much regret the error made and as it happens that 'C. M. Barradas' is the name of a clerk in the department mentioned, we call special attention to the clerical error, in justice to an official who naturally objects to having part of his Christian name substituted for that of the defalcator.

Zelindio Maria. Apropos of this subject, we may mention that the same appropriated by Zelindio Maria, make up the handsome total of \$40,000. The defalcations are said to have extended over a pretty long period, and they were not discovered till he was able to make complete and deliberately planned arrangements for getting out of the way of the police. The question—'How did he do it?'—which is being asked by a good many people, is a very natural and pertinent one, and one to which the public are entitled to have an answer. The first explanation which suggests itself is that the offender was able to carry on his peculations undisturbed because he was able to abuse a confidence that was entirely misplaced, and conceal his crimes by a dexterous manipulation of accounts.

The query, 'Why did he do it?' need perplex nobody. He was in receipt of a salary, which, for a Portuguese clerk in this colony, is considered a handsome one, but while the share market and the fabled tales of Kowloon City offer opportunities for unrestricted gambling to persons like Barradas, who are able to avail themselves of money that does not belong to them, the motives which lead to the betrayal of trust and the misappropriation of funds are not far to seek. Barradas was engaged in receiving damages in a case remitted from the High Court in which Emma Garman, widow, sought compensation from the Brighton and Hove Electric Light Company for the loss of her husband, a brewer's engineer, who was killed by contact with an electric wire, the wire being over a fence between the house and the building. Barradas, in going to attend to the case, was at the top of the building, accidentally touched the wire, carrying 2,000 volts of electricity, and was killed instantly. He left six children. The jury awarded the widow \$200.

This well-known optician, Mr. Lawrence, son of the senior partner of the firm of Lawrence and Mayo, with headquarters in London and branches in Bombay, Calcutta, and elsewhere in India, was found dead in his bed in the Hotel d'Europe, Singapore, on the morning of the 2nd inst. He was going to leave for London by the *Dehnel*, and was in the habit of going to bed at 11 o'clock. He was found dead in his bed, and was in the habit of going to bed at 11 o'clock. He was found dead in his bed, and was in the habit of going to bed at 11 o'clock.

An obvious example of the errors that may be caused by want of adequate knowledge has just been seen in Tokyo. On the 27th ultimo, the students of the Meiji Law School, to the number of about thirteen hundred, organized a demonstration to celebrate the promulgation of the new Japanese Criminal Code. They were in the habit of going to bed at 11 o'clock. He was found dead in his bed, and was in the habit of going to bed at 11 o'clock.

At the annual meeting of the shareholders of the British India Steam Navigation Company, which was held on the 26th inst., one of the directors made the following statement:—The company's business for the year ending 31st March 1890, was a successful one. The company's business for the year ending 31st March 1890, was a successful one. The company's business for the year ending 31st March 1890, was a successful one.

The Chinese government students left for the Bazaar for London to study gun construction at Kropf's factory.

It is a proposal among the leading merchants of Kyoto to establish a large cotton spinning concern to be turned by water power, derived from the Biwa Canal. The *Shingo* spinning capital is to be \$1,000,000.—*Yokohama Gazette*.

The following communication appears in the Singapore papers:—We are informed on behalf of the Singapore directors of the Rangoon Australian Syndicate (Lim.) that four cases of quinine from the Rangoon Mines have arrived, and will be on view at the office of Messrs. A. J. Johnson, Rangoon, the specimens will be packed for early transit to Brisbane. Mr. Bibby writes to the effect that no effort has been made to pick this quinine, and that from the heap of crushing stuff now on the surface several tons of good stuff can be got. The *Street* (Times) adds:—From a non-official, but very well-informed source, we learn that Mr. Bibby has driven down about 80 feet below the surface, that is about 40 feet below the bottom of the former workings. The shaft is about 14 by 10, and it is driven further down, day and night, by three relays of coolies working eight hours each shift. Within the shaft there are now five 'leaders' of enormous rich stones, and such quartz as is sent above ground is taken from these as they are uncovered in sinking. No attempt is made to follow the 'leaders' laterally, as the manager regards that as a waste of time and money. The shaft is the real one, pointing out that with so large a capital on which to earn dividends, any other course would be unprofitable. The formation, we understand, he finds to be the same as in Gympie, Australia, and of the finding of the reef Mr. Bibby appears to be sanguine.

We find the following paragraph, taken from an Indian paper, in our Ceylon exchanges:—From private sources the Karachi paper learns that no little commotion was caused among the Turkish authorities and inhabitants at Aden, in the Persian Gulf, by the unexpected and sudden appearance of three of Mr. K. M. Gumbasta, the *Shin*, the *Giffin*, and the *Rego*, steaming up the river about a fortnight ago, a circumstance which is said never to have happened since the last war in 1859. No reason has been assigned for the presence of the vessels. Government, nor is it known what object the three gunboats should have arrived thus simultaneously so far up the Gulf, unless something of a political nature has transpired between the British Government and some foreign Power, but which is not likely ever to be revealed to the public. After a few days' stay at the first named vessels departed, leaving the *Rego* at anchor in the stream, pending further orders. Commenting on this paragraph, the *Ceylon Times* says:—The appearance of British vessels in the Persian Gulf is a capital case of a strange sight and almost an unaccountable one, but our readers will remember that the Dutch war vessel *Atjeh* called here from Batavia on the 8th of March last en route for Basorah, and it is more than probable that these gunboats were sent to see what she was after in the part of the world, where Holland has no interests.

Twenty six Chinamen were brought up at the Thanes Police court on the 20th March, charged with refusing to obey the orders of Captain West of the steamship *Hankow*, which they had agreed to navigate to Hongkong. The prisoners originally belonged to the ship *Port Augusta*, and, according to the terms of their agreement, they were to be taken back to Hongkong. They went in the *Port Augusta* to Batavia, where they were paid off, and the captain of that vessel transferred them to the *Hankow*. They came by train to Middelburgh, where they joined the *Hankow*, where it was conveyed. They had actually entered their voyage, and with them they were to be taken back to Hongkong. They went in the *Port Augusta* to Batavia, where they were paid off, and the captain of that vessel transferred them to the *Hankow*.

On my way to the Hongkong Bank today I have observed that the water level of the two new blocks of houses west of the Bank flows over the footpath. In this view I think the separate system? If 'Yes,' I think the sooner it is altered the better.—Yours.

[We hear that the Pokfulam Recreatory is very low, and a large portion of the bottom is uncovered with water.—Ed. C. M.]

'FRAGRANT WATERS' MURMUR.—That His Excellency the Administrator seems to be able to drive his own coach, and to remind the other occupants of the official brake what they have to do.

The Acting Colonial Secretary must have tried to do too much, when he drew a distinction between 'hand work' and 'family construction' in the first instance.

That Mr. Deane meant to say that it was not the contractor who was at fault, but the man who ordered or supplied the leaden roof, the explanation would be clearer if less creditable to the Colonial Service.

That I am told no allowance was made for the expansion of the roof, although ample allowance has been apparently made for expanding the cost for the rate-payer.

That, whatever may be said against the official architects of Hongkong—and I suppose they share with mankind generally the claim of fallibility—it must be conceded in their favour that they have no hand in the building or patching up of the Victoria College.

That these same local Architects—I mean those who did build Victoria College—are increased, under the Report of the Sanitary Superintendent, by the fact that they are raising mountains out of mole-hills, but elevating their profession.

That I have always looked upon Mr. Hugh McCulloch as one of the most capable, careful, and cautious officials in the Colony.

That the chief and banner in which you indulge, although it does not perhaps harmonize with the serious attitude assumed by Messrs. Danby, Leigh, Orange, Palmer, and Hargrove, is possibly nearer the truth and the high-sounding defences of professional reputation.

That this column has contained some pretty severe comments upon the disgraceful official jumble known as Cooper's regime, the intolerable obstruction produced by Mr. Cooper's one-headed position.

That your insinuation, therefore, that the Sanitary Superintendent—the newly-dyed joker that he must be—was giving good advice at the Sanitary Surveyor through the local architects, was exceedingly funny.

That the local architects, while admitting that they represent the interests of house-owners and object naturally to needless delays and interference, are quite justified in protesting against any ill-considered red-tapeism amongst officials.

That Mr. Leigh, against this tendency developed by Mr. Cooper, and his action was looked upon as a public benefactor.

That the architects have appealed to the Acting Governor, to the effect that Mr. McCulloch's charges should be either substantiated or withdrawn.

That, however this to-day may end, it cannot be said to be the best means of settling the matter, or of doing good to the Colony.

That residents have come to look upon Mr. Chadwick with so much confidence that it is with regret they have heard of his approaching departure.

That the Secretary of State and the things in this Colony will be of a most interesting nature.

That the 'Water Authority' can only help thinking of the 'water kelp' and 'water wick'—must be very judiciously chosen, otherwise there is certain to be trouble.

That the power sought to be invested in the Water Authority should be given only to a body of men, not to an individual; and appeal from the decision of that body, in case of dispute or grievance, should be made to the Governor.

That the lines in the Harbour for dumping rubbish into the Harbour are still weak at \$5.50 per ton.

That one of the men who had been two years previously convicted of a crime, and who was now in the Harbour, was found to be a 'Mala' on being fined \$5.

That this silly child's play with a grave question will eventually lead to serious results.

That shipmasters would probably be fined ten pounds (\$10) if they started to haul their boats overboard, and yet to make a very handsome profit as much as \$5, and make a very handsome profit.

That it seems to my notion the Harbour Master, who can more readily comprehend the gravity of such cases, should be called upon to decide upon the deserts of those who make such a mockery of the law.

That you made no comments upon the exceedingly small military contribution which the real Malta pays, as compared with the 'Malta and Gibraltar of the East.'

That in more ways than one it is a misfortune to be far away from the centre of public opinion, as Secretaries of State can have it all their own way with quite a few places like Hongkong.

That perhaps two-thirds of the shipping here is owned at home, and so far even the so-called commercial interests are really, while Hongkong is also a military and naval station, of the utmost importance to Imperial interests.

That when the bill is presented to us, however, we are quietly told that this argument has never been admitted by the Secretary of State, although Lord Curzon has laid it down times without number.

That Port Darwin will probably develop into another naval station of the first importance, in view of the alleged Russian scheme of raiding our Colonies.

That such raiding schemes will not be quite so easy as they are imagined, when all the promises are made and placed.

That, speaking of quins, I have heard it said that we have no means of holding them when the guns do come.

That long and deliberate stops are stated to be about to be taken, but meantime there are the appliances on this side to life and death, and the guns will be landed at the Docks and have to be reshipped and landed at the Forts, which will cost a tidy little sum.

That the question, When is the Observatory Ball to be dropped? is heard on all sides. That the Observatory Director has, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That the Tein-tan-tan Wharf has not yet been declared open to public traffic, and I hear that some alterations and further improvements are being carried out.

That it is beginning to be known as the Police Wharf—the reason why being not very easy to discover.

That despite the apparent outpourings of your morning contemporary, the conclusion, largely compiled statistics are but blind leaders at the best.

That though the averages of errors are strangely regular the comparison of yearly figures bristling with inaccuracies can only be taken as a very imperfect indication of either retrogression or progression.

That figures are powerful but often misleading, and no more fallacious deductions can be propagated than those drawn from statistics so ill-recorded.

That a reliable record of the Import and Export trade of Hongkong is much wanted, but the experiences of the Straits compiler would damp the ardour of an optimist.

That 'gush' is still rampant in the Malay peninsula.

That the Chairman of the Pahang Exploration Company got off some tall talk on the subject of timber.

That he gazed on untouched millstone and trembled with the knowledge.

That many of us have gazed on the unpalatable scrip of money, Malayan companies, and likewise trembled with the knowledge.

That the local architects, while admitting that they represent the interests of house-owners and object naturally to needless delays and interference, are quite justified in protesting against any ill-considered red-tapeism amongst officials.

That Mr. Leigh, against this tendency developed by Mr. Cooper, and his action was looked upon as a public benefactor.

That the architects have appealed to the Acting Governor, to the effect that Mr. McCulloch's charges should be either substantiated or withdrawn.

That, however this to-day may end, it cannot be said to be the best means of settling the matter, or of doing good to the Colony.

That residents have come to look upon Mr. Chadwick with so much confidence that it is with regret they have heard of his approaching departure.

That the Secretary of State and the things in this Colony will be of a most interesting nature.

That the 'Water Authority' can only help thinking of the 'water kelp' and 'water wick'—must be very judiciously chosen, otherwise there is certain to be trouble.

That the power sought to be invested in the Water Authority should be given only to a body of men, not to an individual; and appeal from the decision of that body, in case of dispute or grievance, should be made to the Governor.

That the lines in the Harbour for dumping rubbish into the Harbour are still weak at \$5.50 per ton.

That one of the men who had been two years previously convicted of a crime, and who was now in the Harbour, was found to be a 'Mala' on being fined \$5.

That this silly child's play with a grave question will eventually lead to serious results.

That shipmasters would probably be fined ten pounds (\$10) if they started to haul their boats overboard, and yet to make a very handsome profit as much as \$5, and make a very handsome profit.

That it seems to my notion the Harbour Master, who can more readily comprehend the gravity of such cases, should be called upon to decide upon the deserts of those who make such a mockery of the law.

That you made no comments upon the exceedingly small military contribution which the real Malta pays, as compared with the 'Malta and Gibraltar of the East.'

That in more ways than one it is a misfortune to be far away from the centre of public opinion, as Secretaries of State can have it all their own way with quite a few places like Hongkong.

That perhaps two-thirds of the shipping here is owned at home, and so far even the so-called commercial interests are really, while Hongkong is also a military and naval station, of the utmost importance to Imperial interests.

That when the bill is presented to us, however, we are quietly told that this argument has never been admitted by the Secretary of State, although Lord Curzon has laid it down times without number.

That Port Darwin will probably develop into another naval station of the first importance, in view of the alleged Russian scheme of raiding our Colonies.

That such raiding schemes will not be quite so easy as they are imagined, when all the promises are made and placed.

That, speaking of quins, I have heard it said that we have no means of holding them when the guns do come.

That long and deliberate stops are stated to be about to be taken, but meantime there are the appliances on this side to life and death, and the guns will be landed at the Docks and have to be reshipped and landed at the Forts, which will cost a tidy little sum.

That the question, When is the Observatory Ball to be dropped? is heard on all sides. That the Observatory Director has, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

That owners of vessels, underwriters who take risks and occasionally reinforce on vessels, and residents who own millions of dollars' worth of property, may have less interest in typhoons than shipmasters.

That shipmasters are the men who invoke the blessing of a certain kind on the Observatory and the Ball, and Lugh at the end, as yet, no connection with the fellows opposite, or on shore, although they pay him his salary.

ship all that day (Monday) and the following night. On the morning of the 20th (Tuesday) the rigging was outwaded and the mast, still burning, was then taken off the beach and the crew started to pump the water out of the vessel. By two o'clock on Wednesday afternoon (20th) the *Lornio* was clear of water. The chief officer had given orders that the vessel should be towed to the wharf, but was not required. On the same day the steamer put back to Singapore and on the return journey the fire started out in several places, but was soon got under. The *Lornio* is now at New Harbour Dock and the bridge forward is completely gutted. She has no decks, yards, or mast in fact anything but the bare shell of the hull. The origin of the fire is not known but is ascribed to spontaneous combustion, the cargo consisting of oil, gunnys bags, etc. The *Lornio* is insured for \$50,000 by the Straits Insurance Co. and the Union Insurance Society of Canton, Ltd.

BROKERS AND ORIENTS.
The following is the scale by which certain Singapore brokers attempt to regulate their dealings:—

For shares above \$50, each share 1 dollar
" from \$20 to \$50 " 50 cents
" " 20 " 25 " 25 " 12 1/2 "

But as a matter of fact the lower priced shares, such as Raub and Jelutong, are frequently sold at 5 cents brokerage while the \$20 to \$50 shares, such as Malay Peninsula, are frequently sold at 25 cents brokerage, so is often the case, is being split between two brokers.

Each broker had a definitely fixed percentage of the money involved, payable by whoever incurred him, whether that person was a buyer or seller, and payable by both, if both instructed him, the percentage could be lessened without loss to the brokers as a whole.

What that percentage should be is a matter for consideration. In England a broker gets only eight per cent, but in an Eastern market that would never pay. Probably those who deal in shares would be content to give one per cent, subject to a provision that in transactions over a certain sum the rate should be a half per cent only; or alternatively the rate might be fixed at a half per cent, subject to the provision that there should be a minimum of perhaps 5 cents a share, or that one per cent should be paid where the money involved was less than a certain sum.

London, 23rd April.—The Queen arrived at Darmstadt to-day and met with a splendid reception.

THE MARKING OF PLATE.
London, 25th April.—A meeting was held yesterday of merchants connected with India, at which it was decided to strongly oppose Mr. Goschen's proposal for the new Indian mark on the plate of rupees standard imported from India. The meeting urged that it was desirable to refer the subject to the Indian manufacturers.

THE CONGRESS IN ENGLAND.
London, 25th April.—A meeting was held yesterday at Exeter of the British Committee of the Indian Congress, at which Sir John Phipps presided. A resolution was agreed to, urging the reconsideration of the elective principle in the India Councils Bill.

THE SILVER BILL.
New York, 24th April.—The Amended Silver Bill provides that Treasury Notes are to be receivable for all public debts and are to count as part of the lawful reserve of the National Bank. The Treasury will coin such portion of the purchased bullion as may be required for the redemption of notes.

LABOUR RIOTS ON THE CONTINENT.
London, 24th April.—Four thousand workmen have made a demonstration at Dials in Galicia, where the workmen of the windows and wrecked the taverns of the town. The military were called out, and, being resisted by the mob, opened fire on them, killing several and wounding many.

THE IRISH LAND BILL.
London, 25th April.—The debate on Mr. Parnell's motion for the rejection of the Irish Land Bill was continued in the House of Commons last night. Mr. Gladstone strongly opposed the Bill and said that the guarantees for British credit were inadequate. Mr. Parnell's alternative scheme he considered was not a scheme, and therefore it was impossible to discuss it. The debate was adjourned till Monday next and will be concluded on Thursday.


THE INCOME TAX.
London, 24th April.—At a banquet given to members and bankers at the Mansion House, Mr. Goschen made a speech, in which he hinted at probability of a reduction in the income tax if there was a surplus next year. The duty of Government, he said, was to conduct affairs as to ensure the prosperity of the Empire and to maintain relations with our Colonies in such a state of cordiality that they would always welcome the British flag.

PRINCE-VICTOR IN QUEEN.
Athens, 24th April.—A grand banquet was given at the British Embassy here last night, in honour of Prince Albert Victor. The assembly was most brilliant, and included the King, the Queen, Prince and Crown Princess, and the Ministers.

NEWS FROM EAST AFRICA.</

[No. 8524.—MAY 10, 1890.]

Mails.



STEAM FOR
 SINGAPORE, PENANG, COLOMBO,
 ADEN, ISMATHA, PORT SAID,
 MALTA, GIBRALTAR, MARSEILLE,
 BRINDISI, TRIESTE, VENICE,
 PLYMOUTH AND LONDON.
 ALSO,
 BOMBAY, MADRAS, CALCUTTA
 AND AUSTRALIA.

N.B.—Cargo can be taken on through *B.*
 of Loading for BATAVIA, PERSIA,
 GULF, PORTS, MARSEILLE,
 TRIESTE, HAMBURG, NEW YORK
 AND BOSTON.

Hongkong, Saturday Noon, 10th May, 1890.

STOCKS.	When Established.	Capital.	No. of Shares.	Par Value of Share.	Amount Paid-up per share.	POSITION PER LAST REPORT.				CASH QUOTATIONS.				
						Reserved Fund.	At credit of working a/c, or Bal. Br's f'd.	DIVIDEND.		(For Time Margins see memo. at foot)				
								Amount.	When paid.	Closing.	Highest.	Lowest.		
Banks.														
Hongkong & Shanghai Banking Corporation	1895	\$ 7,500,000	60,000	\$ 125	all	\$ 4,600,000	\$ 141,310.47	{ 80 and 10% bonus for 1895 to 31/12/89 at \$125 = \$12,500	Feb. 24, 90	199 % prem. buyers	200 % prem.	198 3/4 % prem.		
Marine Insurances.														
Union Insurance Society of Canton, Limited	1867	\$ 2,000,000	10,000	\$ 250	25	\$ 732,500	{ \$ 395,290 estimated to 30 June 89	{ 28 % = \$7 prem. sh. for 1888	Oct. 11, 89	\$101, nom.				
China Traders' Insurance Co., Ltd.	1865	\$ 2,000,000	24,000	\$ 83.33	25	\$ 650,000	\$ 231,343.01	{ 20 percent \$6 p. sh. for year ending 30/4/89	Sept. 10, 89	\$71, sellers				
North China Insurance Co., Ltd.	1862	\$ 1,000,000	5,000	\$ 200	50	Ts. 320,000.00	Tls. 303,975.91	{ 10 p. cent. for 1889 = Tls. 72.72	April 11, 90	Tls. 335				
Yangtze Insur. Association, Ltd.	1882	\$ 200,000	8,000	\$ 25	all	Ts. 175,914.31	Tls. 3,089.05	{ (31 p. cent. for 12 m. ending 31/12/88 = Tls. 412 and \$5.71	Jan. 18, 89	\$12, sales				
Chinese Insurance Co., Ltd. (in liquidation)	1871	\$ 1,500,000	1,000	\$ 1,000	200	\$ 28,711.50	\$ 15,285.84	{ 3 p. cent. for 4 yr. to 31/12/87 in all 0 p. cent. for 1887	Jan. 3, 88	nominal				
Canton Insurance Office, Ltd.	1881	\$ 2,500,000	10,000	\$ 250	50	\$ 417,000	{ \$ 493,203.80 estimated to 30 Sept. 89	{ 14 p. cent. for 1888, 10 p. cent. int. div. 1889	Jan. 2, 90	\$120, sales				
Straits Insurance Co. Ltd.	1866	\$ 3,000,000	30,000	\$ 100	20	\$ 115,000	{ 113,000 to 31 Dec. 1888	{ 10 % for 1888, 5 % int. div. 1889, paid 1/10/89	April 1, 89	\$21, sales				
Fire Insurances.														
Hongkong Fire Insur. Co., Ltd.	1869	\$ 2,000,000	8,000	\$ 250	50	\$ 1,056,019	\$ 303,349.20	{ \$3 p. sh. for 1888	Feb. 25, 90	\$360, buyers				
China Fire Insurance Co., Ltd.	1870	\$ 2,000,000	20,000	\$ 100	20	\$ 700,000	\$ 244,056.53	{ \$5 p. final div. for 88 = 50 per cent. per year (41 p. cent. for 1889, 41 p. cent. int. div. to 31 Dec. 1889	Feb. 20, 90	\$18, ex div.				
Strait Fire Insurance Co., Ltd.	1866	\$ 2,000,000	20,000	\$ 100	20	\$ 20,000	\$ 110,818	{ 10 p. cent. for 1888, 10 p. cent. int. div. 1889	Feb. 20, 90	\$18, ex div.				
Fire and Marine Insurances.														
Singapore Insurance Co., Ltd.	1884	\$ 4,000,000	40,000	\$ 100	20	\$ 11,875.91	\$ 230,125.08	{ 5 1/2 % for yr. ending 31 Dec. 1887	April 27, 89	\$14 1/2, sellers				
Docks and Wharves.														
H'kong & Whampoa Dock Co., Ltd.	1860	\$ 1,062,500	12,500	\$ 85	all		\$ 29,988.02	{ 3 p. cent. for 6 m. ending 31/12/88	Feb. 25, 90	64 % prem. buyers				
Hongkong & Kowloon Wharf & Godown Co., Limited	1866	\$ 1,000,000	20,000	\$ 50	all		\$ 2,755.25	{ 2 p. cent. int. div. on 31 Dec. 1889 for 6 m. end. 30/6/89	July 27, 89	\$72, nom.				
Shipping.														
Hongkong & Canton & Macao Steam-boat Co., Limited	1865	\$ 1,000,000	8,000	\$ 125	all	{ \$ 50,000 (+) \$850,000	\$ 20,440.02	{ 10 p. cent. for yr. ending 31/12/89	Feb. 1, 90	\$36 1/2, sellers	\$37	\$35 1/2		
Indo-China Steam Navigation Co., Limited	1882	\$ 1,200,000	60,000	\$ 20	all	\$ 54,011	\$ 1,006,14.9	{ 5 1/2 % for yr. ending 31 Dec. 1888	June 13, 89	75 % dis. sellers				
Douglas Steamship Co., Ltd.	1883	\$ 1,000,000	20,000	\$ 50	all	\$ 281,015.23	\$ 1,760.48	{ 8 % for yr. ending 30 June 1889	Sept. 23, 89	\$55, sellers				
China & Manila S. S. Co., Ltd.	1882	\$ 175,000	3,500	\$ 50	all	\$ 55,000	\$ 2,461.66	{ 16 p. cent. \$8 p. sh. for yr. ending 31/12/88	Mar. 10, 90	\$105, nom. par, nom.				
Steam Launch Company, Ltd.	1883	\$ 100,000	2,000	\$ 50	30		Dr. \$ 1,097.50 to 31/12/89							
Refineries.														
China Sugar Refining Co., Ltd.	1878	\$ 1,500,000	15,000	\$ 100	all		\$ 11,833.95	{ 25 p. share for 180	Mar. 7, 90	\$213, sellers				
Lazou Sugar Refining Co., Ltd.	1862	\$ 700,000	7,000	\$ 100	all		Dr. \$ 143.22	{ 23 p. share for 89	Mar. 7, 90	\$87, nom.				
Land and Trusts.														
Hongkong Land Investment & Agency Company, Ltd.	1889	\$ 5,000,000	20,000	\$ 100	50	\$ 1,250,000	\$ 601.04	{ 7 % per ann. for 6 m. to 31/12/89 = \$2.33 per sh.	Jan. 21, 90	\$92, sellers	\$93	\$91		
Kowloon Land and Building Company, Ltd.	1889	\$ 300,000	6,000	\$ 50	30		\$ 1,637.10 to 31/12/89			\$17, buyers				
Trust & Loan Co. of China & C., Ltd.	1889	\$ 1,000,000	90,875	\$ 10	1.15	\$ 50,000				\$12, sales				
Tramways.														
Hongkong High-Level Tramways Company, Limited	1887	\$ 125,000	1,250	\$ 100	all		\$ 214.55			\$100, buyers				
Mining.														
(a) The Balmoral Gold Mining Co., Ltd.	1889	\$ 150,000	15,000	\$ 10	all					\$14, buyers	\$14	\$13 1/2		
(b) Jolebu Mining & Trading Co., Ltd.	1889	\$ 225,000	45,000	\$ 5	2					\$13, sellers				
(c) Selama Tin Mining Company, Limited	1889	\$ 575,000	11,500	\$ 5	2					\$6, nom.				
Panji & Co. Senghie Dua Samantan Mining Co., Ltd.	1885	\$ 600,000	60,000	\$ 10	all		Dr. \$ 590,673 to 31/2/89			\$93, sellers				
Société Française des Charbonnages du Tonkin	1888	Fcs. 4,000,000	8,000	Fcs. 500	all ex. \$13.50 per 100 = \$13.50					\$375, nom.				
(e) Imuris Mines, Limited	1880	\$ 175,000	17,500	\$ 10	all = \$1.24					\$5, sellers				
Planting, &c.														
East Borneo Planting Co., Ltd.	1888	\$ 200,000	4,000	\$ 50	all		Dr. \$ 75,547.73 to 31/12/89			nominal.				
(a) Sengkei Koyah Planting Co., Ltd.	1888	\$ 250,000	5,000	\$ 50	40		Dr. \$ 30,448.08 to 31/12/89			nominal.				
China-Borneo Planting Co., Limited	1888	\$ 750,000	7,500	\$ 100	60		Dr. \$ 1,077.21 to 30/6/89 = \$0			nominal.				
(a) Labuk Planting Co., Limited	1889	\$ 250,000	5,000	\$ 50	20					nominal.				
(b) Darvel Bay Trading Co., Ltd.	1889	\$ 100,000	4,000	\$ 25	10					nominal.				
(c) H. G. Brown & Co., Limited	1889	\$ 300,000	6,000	\$ 50	20					nominal.				
(d) The Laming Planting Co., Ltd.	1889	\$ 300,100	6,000	\$ 50	20					nominal.				
Hotels, Building, &c.														
Hongkong Hotel Co., Limited	1866	\$ 300,000	3,000	\$ 100	all		\$ 7,432.03	{ 3 % for 6 m. ending 31/12/89	Mar. 4, 90	\$200, nom.				
Austin Arms Hotel & Building Company, Limited	1888	\$ 200,000	4,000	\$ 50	25		Dr. \$ 5,634.31 to 31/12/89			25 % dis. nom.				
Peak Hotel & Building Co., Ltd.	1889	\$ 200,320	4,000	\$ 50	20		Dr. \$ 416.60	{ 6 p. cent. per ann. for 6 m. to 31/12/89	Jan. 24, 90	\$15, nom.				
Stamson Hotel & Land Co., Ltd.	1889	\$ 100,000	5,000	\$ 20	10					\$8, nom.				
Richmond Terrace, Estate and Building Company, Ltd.	1889	\$ 100,000	1,000	\$ 100	all		\$ 1,290.74	{ 14 p. cent. for 1889 on 30 capital of \$80,000	April 14, 89	\$210, nom.				
Dispensaries.														
A. S. Watson & Co., Limited	1889	\$ 500,000	5,000	\$ 10	all	{ \$140,000 "10,000" + 5,000	\$ 1,081.63	{ Int. div. 7 % to a/o 1889	Nov. 5, 89	\$22, buyers				
Crutchbank & Co., Limited	1888	\$ 80,000	1,600	\$ 50	all			{ 5 % for 6 m. ending 31/8/89	Oct. 1, 89	nominal.				
Lighting.														
Hongkong & China Cold Issue Gas Co., Limited (new),	1864	\$ 50,000	5,100	\$ 10	all	\$ 10,843.77	\$ 1,711.19.11	{ 10 p. cent. for year ending 31/12/88, 25 p. cent. bonus for 89	Apr. 17, 89	\$130, nom.				
Hongkong Electric Co., Limited	1889	\$ 300,010	30,000	\$ 10	6					\$8, nom.				
Iron Foundries.														
Geo. Fenwick & Co., Limited	1889	\$ 150,000	3,000	\$ 25	all	\$ 1,000	\$ 285.81	{ 10 % for 1889	Feb. 24, 90	\$6, sellers				
A. G. Gordon & Co., Limited	1889	\$ 150,000	6,000	\$ 25	20		\$ 1,082.62	{ int. div. off p. sh. for 6 m.	July 31, 89	\$6, nom.				
Brick and Cement.														
Hongkong Brick and Cement Company, Limited	1886	\$ 100,000	4,000	\$ 25	17.50		Dr. \$ 27,614.49 for yr. end. 31/10/89			\$15, nom.				
Green Island Cement Company Limited	1880	\$ 1,000,000	20,000	\$ 50	60					\$33, buyers				
Miscellaneous.														
Hongkong Ice Co., Limited	1881	\$ 125,000	5,000	\$ 25	all	\$ 46,000	\$ 7,895.78	{ 12 1/2 p. cent. for 1889 = \$55.50 per share	Feb. 17, 90	\$100, sellers				
H'kong & China Bakery Co., Ltd.	1872	\$ 30,000	600	\$ 50	all		\$ 503.10	{ \$4 p. sh. for year ending 31/12/89	Mar. 14, 90	\$78, nom.				
H.K. Rope Manufacturing Co., Ltd.	1883	\$ 150,000	3,000	\$ 50	all	\$ 15,000	\$ 733.92	{ 12 1/2 p. cent. = 1 p. share for 1889	Feb. 22, 90	\$118, sellers				
Dairy Farm Co., Limited	1885	\$ 100,000	10,000	\$ 10	all		Dr. \$ 3,228.00 for year to 30/12/89			\$12, nom.				
Campbell, Moore & Co., Limited	1886	\$ 12,000	1,200	\$ 10	all		Dr. \$ 300.25	{ 5 % int. div.	Aug. 1, 89	\$10, nom.				
Marbury Furniture Co., Ltd.	1888	\$ 75,000	3,000	\$ 25	6					\$3, sellers				

The Custom of taking medicine in the form of pills dates far back in history. The object is to enable us to "swallow" easily in a condensed form disagreeable and nauseous, but very useful, drugs. To what vast dimensions pill-taking has grown may be imagined when we say that in England alone about 2,000,000,000 (two thousand million) pills are consumed every year. In early days pills were made slowly by hand, as the demand was comparatively small. To-day they are produced with infinitely greater rapidity by machines especially contrived for the purpose, and with greater accuracy, too, in the proportions of the various ingredients employed.

Two forms of medication can be used to help the patient intelligently prepared. But right here, the difficulty occurs the difficulty. Easy as it may seem to make a pill, or a million pills, there are really very few pills that can be honestly commended for popular use. Most of them either underdose or overshoot the mark. And everybody takes pills of some kind, and may be well to mention what a good safe, and reliable pill is. It is one that does not leave the patient feeling dull and sleepy, and does not make the face pin in the head, side and back, he may be sure his bowels are constipated, and his liver sluggish. To remedy this unhappy state of things, there is nothing like a good cathartic pill. It will not like a charm by stimulating the liver into doing its duty and ridding the digestive organs of its accumulated waste. It will not like a stimulant pill will do more than crime at

But the question is, does it make us sick and miserable for a few hours or for a whole day. It acts on the entire glandular system at the same time, else the after-effects of the pill will be worse than the disease itself. The griping is caused by most pills is the result. Irritating drugs which they contain. Such pills are harmful, and should never be used. They sometimes even produce hemorrhoids. Without having a particular desire to praise our pills above another, we may, nevertheless name Mother Seigel's Pills, manufac-

tured by the well-known house of A. White Limited, 35, Farringdon Road, London, and now sold by all chemists and medicine vendors, as the only one we know of that actually possesses every desirable quality. They remove the pressure upon the brain, correct the liver, and cause the bowels to act with ease and regularity. They never grip or produce the slightest sickness of the stomach, or any other unpleasant feeling.

or symptom. Neither do they induce further constipation, as nearly all other pills do. As a further and crowning merit, Mother Seigel's Pills are covered with a tasteless and harmless coating which causes them to resemble pebbles thus rendering them as pleasant to swallow as they are effective in curing disease. If you have a severe cold or are threatened with a fever, with pain in the head, back, and limbs, one or two doses will break up the cold and prevent

the fever. A coated tongue, with
brackish taste in the mouth is caused
by foul matter in the stomach. A dose
of Seigel's Pills will effect a speedy
cure. Often-times partially digested
food in the stomach and bowels pro-
duces sickness, nausea, &c. Cleanse
the bowels with a dose of these pills.
good health will follow.

better. They are, without doubt, the best family physic ever discovered. They remove all obstructions to natural functions in either sex with any unpleasant effects.

DENTISTRY.

Hongkong, April 20, 1880.

CHAS. J. GAUPP & Co.,
*Chromometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.*

**NAUTICAL, SCIENTIFIC,
METEOROLOGICAL
INSTRUMENTS.**

**VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RICHARD'S ACID AND OTHER COMBUSTIBLES.
ADMIRALTY & IND. CHARTS
NAUTICAL BOOKS.**

English SILVER & ELECTRO-PLATED WARE
Christofle & Co.'s ELECTRO-PLATED WARE
GOLD & SILVER JEWELLERY
in great variety.

D I A M O N D S

DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices.

NOW READY.

VOLUNTEERS AND THE DEFENSE
OF HONGKONG.
A SKETCH.

PRICE, - - - - - FIFTY CENTS

To be had at MESSRS. LANE, CRAWFORD
& Co.; Messrs. KELLY & WALSH;
Messrs. W. BREWER & Co.
August 14, 1889.

Insurance.

THE INDIAN IMPERIAL MARINE
INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed

AGENTS for the above Company,
prepared to Accept MARINE RISKS
Current Rates.

GIBB, LIVINGSTON & CO.
Hongkong, November 4, 1889.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company are prepared to ACC-

RISKS against **FIRE** at Current Rates
NORTON & Co
Agents.
Hongkong, July 15, 1887.

Mails.

Occidental & Oriental Steam Navigation Co.

Ship Company.
TAKING CARGO AND PASSENG
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL A
SOUTH AMERICA, AND EURO
VIA
THE OVERLAND RAILWAYS
AND
ATLANTIC & OTHER CONNECT

STEAMERS.

THE Steamship **OCEANIC** will be despatched for San Francisco, Yokohama, on **THURSDAY**, the 1st May, at 1 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan.

All Parcel Packages should be marked with address in full, and same will be received at the Company's Office, until 5 p.m. on the evening of departure.

First-class Fares granted as follows:

To San Francisco	\$225.00
To San Francisco and return, available for 6 months	395.00
To Liverpool	325.00
To London	300.00

To other European points at proportionate rates. Special reduced rates granted Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the opportunity of visiting the most interesting and beautiful spots of the world.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamers
THAMES, Captain W. A. SKELTON,
R.N.R., with Her Majesty's Mails, will
be despatched from this for **LONDON**
BOMBAY and **SUEZ CANAL**, on **THURSDAY**,
15th May, at Noon.

Cargo will be received on board until
p.m.; Parcels and Express (Gold) at the Office
until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will

transhipped at Colombo. Tea and other
Cargo for London will be conveyed
Bombay without transhipment, arriving
week later than by the ordinary air
route via Colombo.

For further Particulars regard
FREIGHT and PASSAGE, apply to
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

*The Contents and Value of Packages
required to be declared prior to shipment.*

Shippers are particularly requested
note the terms and conditions of the C

passengers desirous of insuring their
cargo can do so on application at the
Company's Office.
This Steamer takes Cargo and Passengers
for MARSHALLER.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 30, 1890.

CANADIAN PACIFIC STEAMSHIP
COMPANY.
—
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE.
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **PARTH**
3,127 Tons Register, Capt. **WALL**
will be despatched for **YANCOU**
B.O. via **NAGASAKI**, **INLAND**, **S.**
KORE and **YOKOHAMA**, on **THU**
DAY, the 13th May, at Noon.
To be followed by the **S.S. BATTLE**
on the 12th June, and **S.S. ABYSSINIA**
on the 3rd July.

Connection will be made at Yokohama
with Steamers from Shanghai and Tientsin.

Ports, and at Vancouver with Pacific
D. Co. by the regular Steamers of
Pacific Coast Steamship Company
other Steamers.

Through Passage Tickets granted to
land, France, and Germany by all
Atlantic lines of Steamers.

First-class Fares granted as follows
To Vancouver & Victoria, (Mex.) \$21.00
To Montreal, New York, &c. 32.00
To Liverpool 34.00
To London 38.00

To other European points at proportionate rates. Special reduced rates granted Officers of the Army, Navy, Civil Service and the Imperial Chinese and Japanese. Outlets to be obtained on application.

Consular Invoices to accompany goods destined to points in the United States should be sent to the Company's Office addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board at 4 p.m. on the 14th May.

All Parcels must be sent to our

and should be marked to address in
and the same will be received by us
p.m. the day previous to sailing.
For information as to Passage or Freight
apply to
ADAMSON, BELL & CO.
Agents.
Houkchong, April 26, 1890.

NOTICE.

COMPAGNIE DES MESSAGER
MARITIMES.
PAQUEBOTS POSTE FRANCAIS
—
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND

WAGG SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTO
OF BRAZIL, AND LA PLATA.

ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 22nd
1890, at Noon, the Company's
OCEANIC, Commandant, Fox
with MALES, PASSENGERS, ST
AND CARGO, will leave this Port.

Shipping Orders will be granted on Noon.

Cargo will be received on board in 10 a.m. Specie and Passes until 3 p.m. on the 21st Instant, 1890. Passes may be sent on board after noon to the Agency's Office.

Shippers and Agents are requested to

quint.
For further particulars apply
Company's Office.
G. W. CHAMBERLAIN
HONGKONG, MAY 6, 1890.
Printed and published by GEO. M. HAY, at the Press and Office, Wyndham Street, Hongkong.

* Equalisation of Dividend Fund. (†) Depreciation and Insurance Fund. (‡) Founder's Shares. (¶) East Borneo. (•) Philippines. (◊) Sydney, N.S.W. (◌) Straits. (◐) Mexico.
 Time Bargains during Current Week.—Banks, 203½¢ prem. June—356½¢ prem. July—211¢ prem. Aug. Balmoral, \$16 July—\$16 Aug.
 Memo. of Meetings.—Hongkong Bank.—Extraordinary Meeting 31st inst. Société Française Des Charbonnages Du Tonkin.—Annual Meeting, 31st inst. A. S. Watson & Co.—Ordinary General Meeting 12th inst.

STOKES & YOUNG

DENTISTRY.
FIRST CLASS WORKMANSHIP
MODERATE FEES

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.
(FORMERLY ATTACHED APPRENTICE AND
TERLY ASSISTANT TO DR. ROGERS.)

AT the urgent request of his European
and American patients and friends
has **TAKEN THE OFFICE** formerly
occupied by Dr. ROGERS.

NOW HAS
REMOVED

TO
18, D'AGUILAR STREET
behind HONGKONG CLUB.
CONSULTATION FREE.
Hongkong, January 18, 1890.

Passengers by this Line have the option of proceeding overland by the South Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific.

Passengers, who have paid full fare embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This *aid* does not apply to through fares from London and Japan to Europe.

Consular invoices to accompany Company's destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Chief of Customs, San Francisco.

For further information as to the

or Passage, apply to the Agency of
T. Company, No. 60A, Queen's Road Central,
C. D. HARMAN
Agent.
122 Hongkong, April 20, 1890.

Shipping Orders will be granted.

One will be read on board the
S. S. Spedic and Perseus until 10
of the 21st Instant, 1890. Those
to be sent on board must be
to the Agency Office.

Contents and value of Packages
quired.

For further particulars apply
Company's Office.

H. de CHAMPELAIN

Printed and published by GEO. M. BAIN, at the Times Mail Office, Wyndham Street, Hongkong.